over that area. The Corps is publishing this deletion as a final rule without first soliciting public comments as a proposed rule because the removal of the submarine operating area from the Code of Federal Regulations and nautical charts will have the effect of relieving a restriction on the public's use of the waterbody.

EFFECTIVE DATE: December 7, 1993.

FOR FURTHER INFORMATION CONTACT: Mr. Mark D'Avignon at (415) 744–3324 or Mr. Ralph Eppard at (202) 272–1783.

SUPPLEMENTARY INFORMATION: The Commanding Officer, U.S. Coast Guard, Vessel Traffic Service, San Francisco, with written concurrence for the Commander, Submarine Group Five, U.S. Navy, has requested that the Corps disestablish the submarine operating area located north of Alcatraz Island in San Francisco Bay, San Francisco, California. The area was established by the Secretary of the Army in 33 CFR 334.1000 on November 28, 1961 (26 FR 11201), pursuant to the authorities in Section 7 of the Rivers and Harbors Act of 1917 (33 U.S.C. 1) and Section XIX of the Army Appropriations Act of 1919 (33 U.S.C. 3). According to these regulations, the Commandant, Twelfth Naval District can direct the movement of vessels passing in the vicinity of the submarine operating area. The Navy no longer requires the area for its operations and accordingly the area established in 33 CFR 334.1000 is deleted.

Economic Assessment and Certification

This rule is issued with respect to a military function of the Defense Department and accordingly, the provisions of Executive Order 12866 do not apply. These rules have been reviewed under the Regulatory Flexibility Act (Pub. L. 96–354), which requires the preparation of a regulatory flexibility analysis for any regulation that will have a significant economic impact on a substantial number of small businesses (i.e., small businesses and small governmental jurisdictions). The disestablishment of the restricted area will have no effect or impact on individuals, State or local governments or small businesses except that the restriction on passage through the area is lifted and all such entities may pass through at any time. Accordingly, the preparation of a regulatory flexibility analysis is not warranted.

List of Subjects in 33 CFR Part 334

Danger zones, Navigation (water), Transportation.

In consideration of the above, the Corps is amending part 334 of title 33 as follows:

PART 334—DANGER ZONE AND RESTRICTED AREA REGULATIONS

1. The authority citation for part 334 continues to read as follows:

Authority: 40 Stat. 266; (33 U.S.C. 1) and 40 Stat. 892; (33 U.S.C. 3).

§ 334.1000 [Removed]

2. Section 334.1000 is removed.

Kenneth L. Denton,

Army Federal Register Liaison Officer.

[FR Doc. 93–29809 Filed 12–6–93; 8:45 am]

BILLING CODE 3710–92–M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 97

[PR Docket No. 92–289; FCC 93–507]

222–225 MHz Frequency Band

AGENCY: Federal Communications Commission.

ACTION: Final rules.

SUMMARY: This action creates a small new subband in the 222–225 MHz (1.25 m) band at 222.00–222.15 MHz where repeaters are prohibited. It also authorizes frequency privileges for Novice Class operators in the entire 1.25 m band. The rule changes are necessary so that there will be a small segment in the 1.25 m band where frequencies need not be shared with repeaters. In addition, Novice Class operators need to have more flexibility in selecting the mode of transmission that they want to use. The effects of the rule changes are to enhance experimentation possibilities, and to provide Novice Class operators with opportunities to become more proficient in a wider variety of amateur service operations.

EFFECTIVE DATE: February 1, 1994.

FOR FURTHER INFORMATION CONTACT: Maurice J. DePont, Federal Communications Commission, Private Radio Bureau, Washington, DC 20554, (202) 632–4964.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's Report and Order, adopted November 19, 1993, and released December 2, 1993. The complete text of this Commission action, including the rule amendments, is available for inspection and copying during normal business hours in the FCC Reference Center (room 230), 1919 M Street, NW., Washington, DC. The complete text of this Report and Order, including the rule amendments, may also be purchased from the Commission's copy contractor, International Transcription Services, Inc., (ITS, Inc.), 2100 M Street, NW., suite 140, Washington, DC 20037.

Summary of Report and Order

1. The amateur service rules have been amended to create a small new subband at 222.00–222.15 MHz where repeaters are prohibited. The Commission said that the public interest requires that there be sufficient opportunities available for experimental activities. The Commission also said that a uniform, nationwide subband was needed where experimental operations could take place unaffected by repeater use.

2. The amateur service rules have also been amended by expanding the privileges of Novice Class operators by authorizing them the entire 1.25 m band. The Commission said that the additional frequency privileges will provide an opportunity for Novice Class operators to become proficient in a wider variety of amateur service operations. It will also give them more flexibility in selecting the mode of transmission that they want to use.

3. The amended rules are set forth at the end of this document.

4. The amended rules have been analyzed with respect to the Paperwork Reduction Act of 1980, 44 U.S.C. 3501–3520, and found to contain no new or modified form, information collection and/or record retention requirements, and will not increase or decrease burden hours imposed on the public.

5. This Report and Order and the rule amendments are issued under the authority of 47 U.S.C. 154(i) and 303(c), (f), and (r).

List of Subjects in 47 CFR Part 97

License privileges, Radio, Subbands.

Federal Communications Commission.

William F. Caton,

Acting Secretary.

Amended Rules

Part 97 of Chapter I of Title 47 of the Code of Federal Regulations is amended as follows:

PART 97—AMATEUR RADIO SERVICE

1. The authority citation for Part 97 continues to read as follows:

Authority citation: 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303. Interpret or apply 48 Stat. 1064–1068, 1081–1105, as amended; 47 U.S.C. 151–155, 301–609, unless otherwise noted.

2. Section 97.201(b) is revised to read as follows:

§ 97.201 Auxiliary station.

* * * * *

(b) An auxiliary station may transmit only on the 1.25 m and shorter wavelength frequency bands, except the 222.00–222.15 MHz, 431–433 MHz, and 435–438 MHz segments.

* * * * *

3. Paragraph (b) of § 97.205 is revised to read as follows:

§ 97.205 Repeater station.

* * * * *

(b) A repeater may receive and retransmit only on the 10 m and shorter wavelength frequency bands except the 28.0–29.5 MHz, 50.0–51.0 MHz, 144.0–144.5 MHz, 145.5–146.0 MHz, 222.00–222.15 MHz, 431.0–433.0 Mhz, and 435.0–438.0 Mhz segments.

* * * * *

4. The entry under VHF in § 97.301(f) is amended by revising the frequencies authorized for use by Novice Class operators in ITU Region 2 to read as follows:

§ 97.301 Authorized frequency bands.

* * * * *

(f) For a station having a control operator holding a Novice Class operator license:

Wavelength band (VHF)	ITU region 1 (MHz)	ITU region 2 (MHz)	ITU region 3 (MHz)	Sharing requirements (See § 97.303, paragraph:)
1.25 m	.....	222–225	.....	(a)

* * * * *

[FR Doc. 93–29813 Filed 12–6–93; 8:45 am]
BILLING CODE 6712–01–M

Proposed Rules

Federal Register
Vol. 58, No. 233
Tuesday, December 7, 1993

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93–NM–151–AD]

Airworthiness Directives; Boeing Model 747–100, –200, and –300 Series Airplanes Equipped With Pratt & Whitney JT9D Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 747–100, –200, and –300 series airplanes. This proposal would require modification of the thrust reverser control system by installing a solenoid-operated shut-off valve. This proposal is prompted by incidents of deployment of the engine fan thrust reverser during flight. The actions specified by the proposed AD are intended to prevent such deployment, which could result in reduced controllability of the airplane.

DATES: Comments must be received by February 2, 1994.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 93–NM–151–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: G. Michael Collins, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2689; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 93–NM–151–AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 93–NM–151–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

There have been numerous incidents of inadvertent in-flight deployment of the engine fan thrust reverser on certain Boeing Model 747–100 and –200 series airplanes equipped with Pratt & Whitney JT9D series engines. Subsequent to these events, the flight crews noticed that the airplanes began to vibrate or yaw; in all cases, however, the flight crews were able to land the airplanes without further incident. Most of these events occurred on thrust reversers that had been deactivated; however, two recent events involved operational thrust reversers. Investigation of these recent incidents revealed that, if pneumatic pressure leaks from the stow port of the directional control valve (DCV) to the deploy port, and if the deploy line vent is plugged or restricted, the pneumatic drive unit (PDU) can cycle to the "reverser deploy" position. Furthermore, when the flight crew reduces the throttle to idle, either during flight or on the ground, the regulator shut-off valve opens and full air pressure flows to the reverser drive gear motor; consequently, if the PDU cycles to the deploy position, the engine fan thrust reverser will deploy. If such deployment occurs during flight, it could result in reduced controllability of the airplane.

Although no Model 747–300 series airplanes were involved in the incidents prompting this AD action, those airplanes may be equipped with Pratt & Whitney JT9D engines and thrust reverser systems similar to those of Model 747–100 and –200 series airplanes. Therefore, the Model 747–300 may be subject to the same unsafe condition identified in the Model 747–100 and –200.

The FAA has reviewed and approved Boeing Service Bulletin 747–78–2052, Revision 4, dated March 23, 1989, that describes procedures for modifying the thrust reverser control system by installing a solenoid-operated shut-off valve. This modification also entails removing the motor-driven thrust reverser sequencing mechanism (TRSM), extending the turbine clutch actuator supply line, and revising the engine wiring. Installation of a solenoid-operated shut-off valve will prevent the flow of pressurized air to the thrust reverser PDU during flight and, consequently, preclude inadvertent engine fan thrust reverser deployment during flight.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require modification of the thrust

reverser control system to include a solenoid-operated shut-off valve. The actions would be required to be accomplished in accordance with the service bulletin described previously.

There are approximately 223 Boeing Model 747 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 126 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 128 work hours per airplane to accomplish the proposed modification, and that the average labor rate is $55 per work hour. Required parts would cost approximately $8,930 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $2,012,220, or $15,970 per airplane.

The total cost figure discussed above is based on assumptions that no operator has yet accomplished the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The FAA recognizes that the proposed modification would require a large number of work hours to accomplish. However, the 24-month compliance time specified in paragraph (a) of this proposed AD should allow ample time for the modification to be accomplished coincidentally with scheduled major airplane inspection and maintenance activities, thereby minimizing the costs associated with special airplane scheduling.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Boeing: Docket 93–NM–151–AD.

Applicability: Model 747–100, –200, and –300 series airplanes equipped with Pratt & Whitney JT9D series engines, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadvertent engine fan thrust reverser deployment during flight, which could result in reduced controllability of the airplane, accomplish the following:

(a) Within 24 months after the effective date of this AD, modify the thrust reverser control system to include a solenoid-operated shut-off valve in accordance with Boeing Service Bulletin 747–78–2052, Revision 4, dated March 23, 1989.

Note: Airplanes on which the modification has been accomplished previously in accordance with Boeing Service Bulletin 747–78–2052, Revision 3, dated August 27, 1987, are considered to be in compliance with this paragraph.

(b) As of the effective date of this AD, no person shall install a Pratt & Whitney JT9D series engine on any airplane unless the thrust reverser control system installed on that engine has been modified to include a solenoid-operated shut-off valve in accordance with Boeing Service Bulletin 747–78–2052, Revision 4, dated March 23, 1989.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on December 1, 1993.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 93–29796 Filed 12–6–93; 8:45 am]

BILLING CODE 4910–13–P

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14 CFR Part 71

[Airspace Docket No. 93–ASW–43]

Proposed Establishment of Class D Airspace: Fort Worth, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish Class D airspace at Spinks Airport in Forth Worth, TX. A control tower is in operation at Fort Worth Spinks Airport with an associated airport traffic area. Airspace reclassification, effective September 16, 1993, has discontinued the use of the term "airport traffic area," replacing it with the designation "Class D airspace." While Spinks Airport has an operating control tower, it did not have a control zone. As a result of Airspace Reclassification, the requirement for two-way radio communication with the control tower at Fort Worth Spinks would lapse. The intended effect of this proposal is to provide adequate Class D airspace to contain instrument flight rules (IFR) operations and required two-way radio communications at Spinks Airport in Forth Worth, TX.

DATES: Comments must be received on or before January 20, 1994.

ADDRESSES: Send comments on the proposal in triplicate to Manager, System Management Branch, Air Traffic Division, Southwest Region, Docket No. 93–ASW–43, Department of Transportation, Federal Aviation Administration, Fort Worth, TX 76 193–0530.

The official docket may be examined in the office of the Assistant Chief Counsel, Southwest Region, Federal Aviation Administration, 4400 Blue Mound Road, Fort Worth, TX, between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the System Management Branch, Air Traffic Division Southwest Region, Federal Aviation Administration, 4400 Blue Mound Road, Fort Worth, TX.

FOR FURTHER INFORMATION CONTACT: